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# INFORMATION REPORT

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COUNTRY USSR (Siberian Arctic)

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SUBJECT The Ports of Murmansk, Dudinka, and Igarka

THIS IS UNEVALUATED INFORMATION

## Approaching Murmansk

1. The Murmansk pilot was taken on board at Tyuva Guba. He was accompanied by two soldiers who supervised the collection of cameras and field glasses and the dismantling of the radio antenna.
2. A seaplane base was observed about half way between Tyuva Guba and Murmansk. Two seaplanes were seen at anchor, and another eight on shore. Each seaplane had a twin tail, a pontoon on each wing, and a blister on each side of the hull. A short distance from this base, in the hills, was observed a small town. There was considerable air activity in this area. A number of planes appeared to be landing at a field which was out of sight on the other side of the hills.

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3. Near the seaplane base a naval harbor was observed. At one dock could be seen a large destroyer and two smaller ones. At another dock were observed two large destroyers and another under construction. This last had its afterdeck covered with a wooden shed. Also in the harbor a large submarine was noted.

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Harbor installations included two large floating drydocks. In one were six motor-boats.

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Lärmansk

4. Nothing of military or naval interest was observed in Murmansk itself. One jet plane was observed over the town. It was of an aluminium color.

Journey from Murmansk to Igarka

5. The journey from Murmansk to Igarka took six and one-half days. In general the weather was good and ice not heavy. Two ice pilots were taken aboard at Murmansk. The senior pilot handled all radio traffic and was in constant

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communication with Aniserna [ ] and Dixon Island [ ].  
[ ]. He received from these stations reports on ice conditions.

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6. At first a course was laid through the Kara Straits. Later, however, the pilot was ordered to take the vessel north of Novaya Zemlya as there was heavy ice in the straits. From the north coast of Novaya Zemlya down to a point 76°N-74°E ice conditions obtained. From this point on there was no ice. A course was then set dead on the buoy off the south point of Sibiriyakova Island. The pilots took great care and appeared nervous while in these waters. When the vessel reached Oshmarino Point, the ice pilots disembarked, and a river pilot was taken on for the 250 nautical mile journey to Dudinka. On reaching Dudinka, a second river pilot was taken on for the journey to Igarka, a distance of some 140 nautical miles.

#### Dudinka (60-25N, 86-10E)

7. Ships were observed loading coal in the harbor at Dudinka. The pilot reported that coal was mined in the vicinity. It was brought to the town on a narrow gauge railroad and then loaded on a conveyor belt. Various coal dumps were observed just north of the town. In this area were also seen eight large oil storage tanks. No pipelines were observed leading from these tanks.
8. Just north of the town a small flying field was observed. The runways, which were not concrete but dirt, were five to six hundred meters in length. Four small twin-engine planes of unknown type were observed at this field.
9. Two small factory installations were seen in Dudinka. Near them were noted a number of piles of phosphates.

#### Security Control in Igarka

10. As soon as the vessel docked it was searched thoroughly. All cameras were sealed. The captain and first mate were permitted to go to the Enlist office and to visit other ships. The crew were allowed ashore only to do the tally work during the unloading. The same thorough search of the ship was made on departure.

#### Loading

11. [ ] Two men, sent from Moscow, who spoke English, took charge of the loading. Because of a shortage of harbor workers, two days passed before the loading of lumber could begin. As there were no trained men to work the winches, this work was performed by boys of about 17 years who had to be trained on the spot. The authorities stated there were 150 men trained to work on winches, but they were not allowed on board. Women were used on the dock to do most of the tally work. They were efficient. The labor force used were not trained stevedores. Most of them came from small villages nearby. Two river pilots ran the winches at night, and received overtime pay. There was also a shortage of foremen. This caused difficulties at night, when all were off. [ ]

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#### Conditions in Igarka

12. The docks were constructed of wood, and were approximately 2,000 feet in length. A total of four ships were in Igarka [ ]. Near the docks were situated a large sawmill and a lumber yard. A wood-paved road led from the docks to the lumberyard. Special lumber trucks, equipped with hoists, were used for loading and transport.
13. During the spring thaw the Yenisei River rises about 15 meters, [ ] which puts all the docks in Igarka under water.

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